

## Two Hundred Million For State Road Work Under "Aid" System

United States Now Has  
31,000 Miles of Improved  
Roads—More Than  
France—Few States Do  
Not Aid Work

More than two hundred million dollars of state appropriations have been expended to January 1, 1915, and an approximate total of 31,000 miles of surfaced highways constructed under state supervision since the inauguration of the policy known as "State Aid," according to the Good Roads Year Book for 1915 to be issued soon by the American Highway association from its Washington office. Only seven states, namely Florida, Georgia, Indiana, Mississippi, South Carolina, Tennessee and Texas have no form of state highway department whatever, although Georgia grants aid to the counties for road improvement by lending the services of the entire state convict force. Legislatures now in session are devoting much attention to road legislation and unquestionably several new highway de-

partments will result. North Carolina will probably establish an independent highway department in lieu of the work now done by the state geological survey relating to highways. New Jersey in 1891 was the pioneer state in providing state aid for public highways. Massachusetts and Connecticut adopted the policy shortly after, but only during the past ten years has the state aid policy been in effect on a considerable scale. About 5,000 miles of state highways were completed in 1913 and about 6,000 miles in 1914, so that the past two years have been responsible for more than a third of the entire state highway mileage. The state highways in America now exceed by 6,000 miles the national road system of France. To have state highway departments placed under non-partisan, efficient control, skilled supervision required in all construction work, a proper classification of highways to insure intelligent distribution of improvements and adequate provision for maintenance of highways from the day of their completion—these are among the objects for which the American Highway association is waging a vigorous campaign.

## WAR BRINGS MONEY TO CANADIAN PEOPLE

Purchases amounting to millions of dollars, by agents of the British and French governments in Canada, have resulted in greatly relieving the financial situation in the Dominion, according to E. B. Clarkson, Canadian district representative for Dodge Brothers. Mr. Clarkson visited the factory in Detroit after a tour of part of his territory.

"Canadian business men have more available ready cash right now than they have had for five years past," says Clarkson. "This is all due to the immense influx of foreign cash for purchasing war materials, including everything from food and clothing for the armies to the supplies of ammunition to keep the big guns at work."

"The automobile business has been one of the first to benefit by the changed conditions. Not only has there been a big increase in sales of cars to farmers, due to the high prices and big profits on grain, but a healthy impetus has been given the trade all along the line."

"One of our big implement makers recently received an order for 1,000,000 shovels from an agent of a European power, and every factory is working overtime on orders of similar magnitude. Much of the ammunition, purchased from the big American makers, is sold to the British government through Canadian brokers, and here again, a vast sum of cash is involved."

"Although the Canadian buyer has been one of the best customers of the American automobile manufacturer, the trade between the two countries should be greatly increased during the coming year, due to the inability of British makers to furnish cars. I look for a record year in the sale of motor cars throughout the entire country."

## AUTO SHIPMENTS SHOW INCREASED PROSPERITY

As a strong indication of the upward trend of business conditions in this country, the Willys-Overland company points to the remarkable record in shipments which recently has been made at the big Toledo factory.

On Monday, March 1, the first day following the biggest month so far experienced by the Overland company, 292 cars, valued at \$320,185, were shipped to actual purchasers. This is the largest number of shipments that ever left the Overland factory in a single day. Of the total number of cars, eighty-seven, valued at \$128,325, were of the Overland six-cylinder model, for which the demand is steadily increasing.

To carry the one day's shipment of motor cars, 162 large freight cars were required, making a solid train measuring 4,742 feet, or almost a full mile in length.

Although February contained only

twenty-four actual shipping days, the Overland company's records show a total business exceeding that of last October, which had twenty-seven shipping days and which was previously the company's record month. The increase in average daily shipments was 26 per cent. Shipments for the month were 31 per cent greater than those of February, 1914, and double those of the same month two years ago.

## SALESWOMAN VISITS MAXWELL AGENCIES

LOS ANGELES, March 13.—Mrs. Crystal Eastman Benedict, manager of the saleswomen's bureau of the Maxwell Motor Sales Corporation, who has come here from New York city in the interests of that bureau, has been busily engaged in Los Angeles throughout the past week, ascertaining in a general way how this new, and to her notion, splendid idea of Walter E. Flanders, president of the Maxwell Motor company, is meeting with the approval of the women of Southern California, and she reports that the present outlook is very encouraging.

The Lord Motor Car company, distributors for Maxwell cars for Southern California and Arizona, kept open house every evening during the automobile style show and, as had been announced, Mrs. Benedict was present each evening and received numerous calls from women interested, not only in the Maxwell company's saleswomen idea, but many prominent women thoroughly interested in the general proposition of equal opportunities for both women and men.

While here Mrs. Benedict will appoint a manager for the Southern California and Arizona branch of the Maxwell saleswomen's bureau.

## FORD REPLACES BIG CARS FOR DELIVERY

Elias Romero, a multi-millionaire, in fact one of the richest men of Buenos Aires, owns nine big Panhard Levasors automobiles, four of them for delivery purposes. Yet he has just bought a Ford for touring, reports E. H. Hampton, of the Buenos Aires branch of the Ford Motor company and in the spring expects to introduce Ford equipment for his delivery.

Mr. Hampton, by the way, writes that crop conditions in that part of South America are excellent, which means big sales, big business and prosperity in which American manufacturers now can share.

The fact of Branch Manager Hampton's presence and activity and success in Buenos Aires is another demonstration of the Ford Motor company's policy of going after the business aggressively wherever it may, in any and all the markets of the world.

\$50 in prizes in the Donofrio letter writing and ad-writing contests. (adv.)

## FORD SPRING STOCK HAS BEEN EXHAUSTED

"All sold out, and a good waiting list started," is the report of the Ford Garage. Two Fords a day is the record of the past two weeks, and now Rudolph's spring stock is exhausted just because some body pressed the wrong button and diverted his last carload shipment to the Los Angeles branch. Ed expects a couple of carloads in this week, but until then it is the "waiting list" for the would-be Ford owners.

So in the meantime a great deal of attention is being given to the two newest members of the Ford family, the Sedan and the Coupelet. These cars, with their finely finished aluminum bodies and luxurious upholstery, electric lighting equipment, etc., have attracted much favorable attention. In connection with tomorrow's style show it is planned to exhibit these two society cars on the streets of Phoenix. Just who will drive them on their exhibition run has not been decided, and the various Ford salesmen are acting their very best, hoping the honor will come to them.

## BUYING AN AUTO FOR WORK ON THE FARM

Buyer Seeks Moderate Priced Car  
With Speed, Lightness, Low Cost  
of Upkeep and Durability

While naturally the automobile as a new means of transportation made its first appeal to the people of cities and towns, it is surprising how quickly the rural districts have taken to these vehicles propelled by gas engines. The first antagonism engendered by the frightened of teams was to be expected. All the time, however, the farmer was considering how he could put the automobile to work. This is the strong point of the men in the rural districts. He wants things that have utility.

This consideration of utilitarian value makes the farmer a more careful buyer than is his city brother. His eye is never held by non-essentials. Having gone over a situation till he thoroughly understands it, even before he begins to make inquiries of a dealer, he is in a position to get a dollar of value for every dollar he spends. It is this cautiousness which is in part responsible for the great demand for Studebakers in the country.

Studebaker did not start its automobile industry for farm purposes. The intention of the corporation was carried out when a car up to Studebaker standards was produced in such quantities that the price could be made moderately low. It came about, of course, that the very name of Studebaker was sufficient to interest people from one end of the country to the other because of their previous experience with Studebaker vehicles. This class included many farmers.

## PAIGE WORKS NOW ON 24-HOUR SCHEDULES

Unprecedented Demand for Cars Necessitates Three Eight-Hour Shifts

Twenty-four hours is all the Paige-Detroit Motor Car company can squeeze out of a working day, but the big factory where the Paige "Six" and "Eight" are made is taking advantage of every second of the twenty-four to meet the demand for its 1915 models.

Any time is a good time to report cheerful news, but, for obvious reasons, no time is better than now to be the messenger of commercial good cheer. It is therefore especially pleasing to report that so great is the success of the Paige company, so insistent the demand for the new "Six" and the popular "Eight," that the inauguration of a full 24-hour schedule of three eight-hour shifts was recently found necessary in order to keep abreast of the orders.

## GERMAN SOCIALISTS ARE CHANGING MINDS

(Special to The Republican.)  
AMSTERDAM, March 13.—Information has reached leading members of the Socialist party of Holland, who are in a very close touch with the different sections in Germany, that there is a growing restiveness among the German Socialists. Many indications point to the conclusion that the rank and file of the party in Germany are growing more and more doubtful about the wisdom of supporting the policy proclaimed by their leaders in Berlin after the outbreak of the war—the policy of voting the necessary financial supplies and of encouraging the government to fight to the bitter end.

At the outset the action of the Socialist leaders commanded very general, in fact almost unanimous, support among their followers. The quite small minority who remained skeptical and expressed their dislike of the war and of every phase of policy connected with it were cowed by the general patriotic enthusiasm and discouraged by the attitude of their comrades. The pro-war section of the party continued to hold practically undisputed sway among the ranks until about the end of the year, when the first seriously grave doubts began to creep into existence. It must be remembered that anti-war Socialists, headed by Herr Liebknecht and several other very influential members, have been carrying on a quiet but persistent propaganda, and their efforts have produced a

considerable impression among many thousands of the working classes.

The gradual change in the attitude of so many Socialists is reflected in the columns of the party organs all over the country, and in many private communications that have been addressed to the executive committee and the Socialist members of the Reichstag. While it would be folly to exaggerate the significance of this development in German public opinion, it would be equally unwise to ignore its scope and future possibilities.

## YOUNG OFFICERS IN THE GERMAN ARMY

(Special to The Republican.)  
COLOGNE, March 13.—Recent death notices in various German newspapers reveal the presence in the German army of quite a number of very young officers. In one case a boy of 16 held a commission as captain in one of the cavalry regiments forming part of the army of East Prussia, and in another case a lad of 18 was acting as major in an infantry regiment. The death on the field of battle of several senior lieutenants and lieutenants, not one of whom was more than 17 years of age, has also been noted.

Side by side with these juvenile officers there are many volunteers fighting in the German ranks who are between 16 and 18 years of age. While their courage and enthusiasm are fully recognized and admired, it is said to be the opinion of more mature military men in Germany that these qualities do not compensate for the lack of expert training and professional experience as soldiers. The main weakness of the new armies now being trained in the interior of Germany is the inferior quality of their officers, and this defect is regarded as being very serious in view of the way in which German soldiers are taught to depend on discipline rather than on individual initiative.

## IRON CROSS FOR A GYPSY

The gypsies of Europe are the outcasts of outcasts. For centuries they have wandered, refusing to be absorbed by the populations of the countries where their tents have been pitched. The bestowal of the Iron Cross on a member of this despised race for gallantry in action upsets a whole shelf of racial prejudices. But some day the idea is going to filter through men's heads that all mankind is at least 99 per cent human—and maybe 95.

## AFTER MARRIAGE

"My love for you is like a rose," He used to tell his girl. Such lovely sentiments he chose As put her in a whirl.

But now she makes a frequent strike, And as he taps the till He sighs and thinks his live is like A \$50 bill.

## FIGHTING FOR WORLD SAYS LONDON BISHOP

(Special to The Republican.)  
LONDON, March 13.—Stirring words came from the lips of the Bishop of London on Saturday. Dressed in khaki uniform in his capacity as chaplain to the London Rifle Brigade, he attended a regimental concert at the headquarters of the brigade.

This was a great day of God, said Dr. Ingraham, and it was a great thing to be alive in these days. We were fighting that England might not be a German province. "Mild soul," he added, "that is what they are set on; make no mistake about it. I have been reading a good deal of their books, and I find that what is obsessing the mind of Germany today is that a hated rival should come under their heel—but not while the London Rifle Brigade is here."

## GIRL WOULD BE BRAVE

COMRADE OF SOLDIERS

## GIRL WOULD BE BRAVE

(Special to The Republican.)  
PARIS, March 13.—At the military motor car depot at Versailles a sentry on his beat on Thursday evening noticed someone slip into a closed motor car. He went to the car and found hiding there a young soldier. The stranger was dressed as an armorer, man, and taking him to the light the sentry discovered to his surprise that the apparent soldier had long light brown hair, which fell down from under the kepi.

The storyway turned out to be a young girl of fifteen who had read in the newspapers of young Russian girls who had succeeded in making their way to the front as soldiers and wanted to follow their example. She was sent home to her mother after a lecture from the officer commanding the depot.

## TICKLISH TIMES

"Why do you live in such squalid quarters?" "So that any visitor may see at a glance that the prisoners have all the best of it," explained the warden of the prison. "You can't be too careful these days."

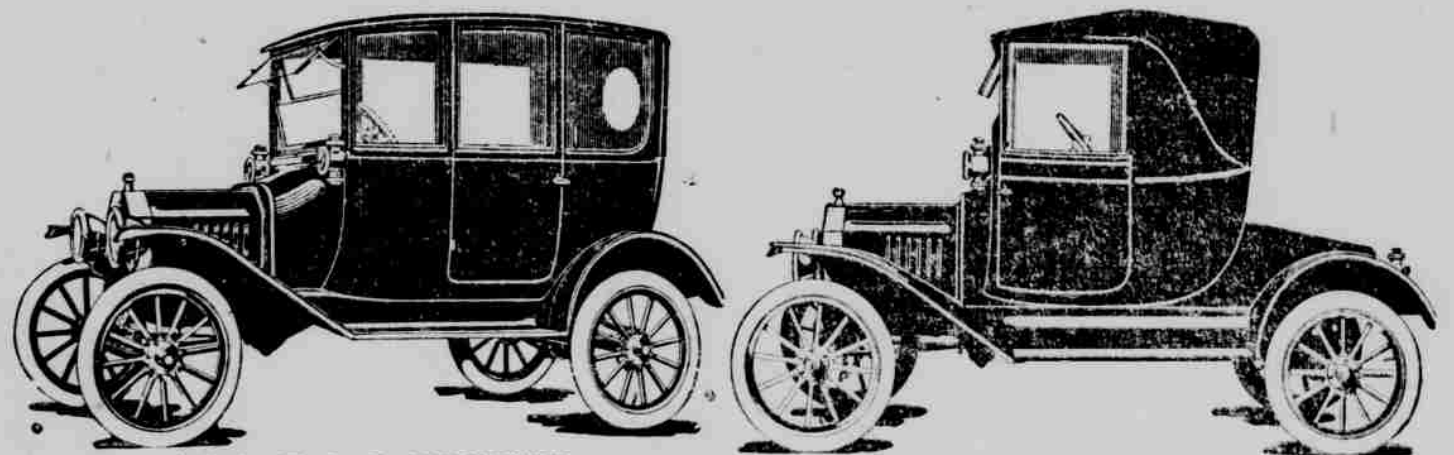
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